

Message Text

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14

ACTION SNM-02

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R 271900Z FEB 76

FM AMEMBASSY MEXICO

TO SECSTATE WASHDC 3285

INFO DEA HQS WASHDC

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S/NM FOR VANCE; AID/SER/INC FOR WAMPLER; DEA FOR EOI-CUSACK

E.O. 11652: N/A

TAGS: SNAR, MX

SUBJECT: HELP-PORTER (STOL) MISHAP

REF: MEXICO 2295

1. SUMMARY: ON FEB 20 AT APPROXIMATELY 0930, ONE OF THE RECENTLY ACQUIRED STOL AIRCRAFT (XC-BIB) CRASHED ON APPROACH END OF RUNWAY AT TOPIA, DURANGO. A TOTAL OF SIX PERSONS WERE ON BOARD INCLUDING FACTORY INSTRUCTOR PILOT. ALL WERE INJURED, WITH INJURIES RANGING FROM MINOR CUTS AND CONTUSIONS TO FAIRLY SERIOUS INJURIES TO INSTRUCTOR PILOT. THE AIRCRAFT IS NOT REPEAT NOT ECONOMICALLY REPAIRABLE, AS DETERMINED BY ON-SITE SURVEY CONDUCTED BY LT PLATA, HALL, AND FAIRCHILD MECHANIC GUEVARA. END SUMMARY.

2. DUAL PHASE OF TRAINING WAS COMPLETED 18 FEB AND TWO STUDENT PILOTS SOLOED. TRAINEES CRUZ PACHECO AND HERNANDEZ RODRIGUEZ FLEW SOLO AND LANDED AT SAN JOSE DEL LLANO AIRSTRIP ACCOMPANIED BY INSTRUCTOR/PILOT MAYE ON A JOINT TRAINING/ OPERATIONAL MISSION WITH NO INCIDENTS. FIRST FLIGHT ADVANCE BASE ON 20 FEB PEB WAS TRAINING/CARGO/PASSENGER FLIGHT TO TOPIA. ACCORDING TO INSTRUCTOR/PILOT MAYE, ON FINAL APPROACH, APPROXIMATELY 50 METERS FROM TOUCHDOWN, A SEVERE DOWNDRAFT WAS EXPERIENCED. THE STUDENT PILOT, WHO WAS AT THE CONTROLS, AND WHO HAD NO MOUNTAIN EXPERIENCE, ALLEGEDLY REACTED IMPROP-
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ERLY BY REDUCING POWER AND PLACING THE PROPELLER IN FLAT

PITCH (FULL BETA) CAUSING THE AIRCRAFT TO STALL. AS A RESULT OF THIS STALL THE LEFT WING DIPPED DOWNWARD AND THE ALREADY CRITICAL RATE-OF-DESCENT WAS INCREASED. THE INSTRUCTOR TOOK THE CONTROLS AND APPLIED FULL ENGINE POWER (WHICH IS RECOMMENDED RECOVERY TECHNIQUE); BUT THERE WAS NOT SUFFICIENT ALTITUDE REMAINING FOR A FULL RECOVERY. THE STALL, PLUS THE INCREASED TORQUE PRODUCED BY FULL POWER, PULLED THE AIRCRAFT LEFT, AND THIS PLUS THE SHORT DISTANCE TO TOUCHDOWN, MADE CONTROL OF THE AIRCRAFT IMPOSSIBLE. THE AIRCRAFT LEFT WING CONTACTED AND TOPPED TWO TREES AND THE SHIP STRUCK A CONCRETE AND ROCK FENCE AND CAME TO FINAL RESTING PLACE IN A 70 DEGREE NOSE DOWN ATTITUDE ON THE LEFT SIDE OF APPROACH END OF THE RUNWAY.

3. DAMAGE:

- A. RIGHT WING SHEARED.
- B. LEFT WING BENT.
- C. PROPELLER LEFT AIRCRAFT.
- D. ENGINE DESTROYED.
- E. MAIN LANDING GEAR SHEARED.
- F. MAJOR STRUCTURAL DAMAGE TO FUSELAGE.

4. INJURIES:

- A. INSTRUCTOR PILOT RECEIVED SEVERE LACERATIONS ON THE FOREHEAD, COMPLAINED OF CHEST, SPINAL, AND KIDNEY PAINS, AND RECEIVED FIRST AID TREATMENT AT TOPIA. LATER ADMITTED TO THE HOSPITAL AT CULIACAN AND EVACUATED TO UNIVERSITY HOSPITAL TUCSON, ARIZONA, ON SATURDAY MORNING.
- B. ONE OF THE THREE MEXICAN FEDERAL AGENT PASSENGERS RECEIVED A SEVERE BLOW ON THE FOREHEAD, A BROKEN NOSE AND CONTUSIONS. HE WAS ADMITTED TO THE CULIACAN HOSPITAL. STATUS- NOT CRITICAL.
- C. TWO STUDENT PILOTS AND TWO FEDERAL AGENTS TREATED AT CULIACAN HOSPITAL FOR MINOR ABRASIONS AND CUTS AND RELEASED.

5. ARRANGEMENTS BEING MADE WITH FACTORY BY HALL TO PROVIDE REPLACEMENT INSTRUCTOR PILOT FOR TRAINING TO RESUME 2 MAR, 76.

6. REQUEST TO DETERMINE SOURCE AND AVAILABILITY TO REPLACE STOL AIRCRAFT CITED IN REFTTEL SHOULD BE EXPLORED; HOWEVER LIMITED OFFICIAL USE

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FURTHER ACTION AT MISSION LEVEL IS CONTINGENT UPON FURTHER TALKS WITH DR GERTZ AND SENIOR STAFF.
CALDERHEAD

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Message Attributes

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